

HONGKONG TRADING COMPANY, LIMITED.
(LIMITED BY SHARES)
(INCORPORATED IN HONGKONG)
(INCORPORATED IN HONGKONG)
IMPORTANT CLEARANCE SALE
FURNITURE AND FURNISHING REQUISITES
Now Proceeding
Also included in the above Sale
A very Fine Collection of
"OIL PAINTINGS"
"SPORTING PLATES"
At Extraordinary Low Prices.
SEE CIRCULARS.

HONGKONG TRADING CO., LTD.
Hongkong, 2nd July, 1920.

WINES AND SPIRITS

BY APPOINTMENT
A. S. WATSON & CO., LIMITED.
(ESTABLISHED 1841)
HONGKONG.

We invite attention to the following old brandies, all of which are excellent quality and good value for the money.
The same being specially selected by our London House, and brought direct from the noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.
In ordering, it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.
Orders through Local Post or by Telegram receive prompt attention.

PORTS For immediate and general use.

	Case	Per Bot.
A. Alto Duro, good quality.	12	1.00
B. Duro, good quality.	12	1.00
C. Duro, good quality.	12	1.00
D. Duro, good quality.	12	1.00
E. Duro, good quality.	12	1.00
F. Duro, good quality.	12	1.00
G. Duro, good quality.	12	1.00
H. Duro, good quality.	12	1.00
I. Duro, good quality.	12	1.00
J. Duro, good quality.	12	1.00
K. Duro, good quality.	12	1.00
L. Duro, good quality.	12	1.00
M. Duro, good quality.	12	1.00
N. Duro, good quality.	12	1.00
O. Duro, good quality.	12	1.00
P. Duro, good quality.	12	1.00
Q. Duro, good quality.	12	1.00
R. Duro, good quality.	12	1.00
S. Duro, good quality.	12	1.00
T. Duro, good quality.	12	1.00
U. Duro, good quality.	12	1.00
V. Duro, good quality.	12	1.00
W. Duro, good quality.	12	1.00
X. Duro, good quality.	12	1.00
Y. Duro, good quality.	12	1.00
Z. Duro, good quality.	12	1.00

CLARETS

	Case	Per Bot.
A. Superior, Breakfast Claret.	12	1.00
B. Superior, Breakfast Claret.	12	1.00
C. Superior, Breakfast Claret.	12	1.00
D. Superior, Breakfast Claret.	12	1.00
E. Superior, Breakfast Claret.	12	1.00
F. Superior, Breakfast Claret.	12	1.00
G. Superior, Breakfast Claret.	12	1.00
H. Superior, Breakfast Claret.	12	1.00
I. Superior, Breakfast Claret.	12	1.00
J. Superior, Breakfast Claret.	12	1.00
K. Superior, Breakfast Claret.	12	1.00
L. Superior, Breakfast Claret.	12	1.00
M. Superior, Breakfast Claret.	12	1.00
N. Superior, Breakfast Claret.	12	1.00
O. Superior, Breakfast Claret.	12	1.00
P. Superior, Breakfast Claret.	12	1.00
Q. Superior, Breakfast Claret.	12	1.00
R. Superior, Breakfast Claret.	12	1.00
S. Superior, Breakfast Claret.	12	1.00
T. Superior, Breakfast Claret.	12	1.00
U. Superior, Breakfast Claret.	12	1.00
V. Superior, Breakfast Claret.	12	1.00
W. Superior, Breakfast Claret.	12	1.00
X. Superior, Breakfast Claret.	12	1.00
Y. Superior, Breakfast Claret.	12	1.00
Z. Superior, Breakfast Claret.	12	1.00

BRANDY

	Case	Per Bot.
A. Hennessy's Old Pale Brandy.	12	1.00
B. Hennessy's Old Pale Brandy.	12	1.00
C. Hennessy's Old Pale Brandy.	12	1.00
D. Hennessy's Old Pale Brandy.	12	1.00
E. Hennessy's Old Pale Brandy.	12	1.00
F. Hennessy's Old Pale Brandy.	12	1.00
G. Hennessy's Old Pale Brandy.	12	1.00
H. Hennessy's Old Pale Brandy.	12	1.00
I. Hennessy's Old Pale Brandy.	12	1.00
J. Hennessy's Old Pale Brandy.	12	1.00
K. Hennessy's Old Pale Brandy.	12	1.00
L. Hennessy's Old Pale Brandy.	12	1.00
M. Hennessy's Old Pale Brandy.	12	1.00
N. Hennessy's Old Pale Brandy.	12	1.00
O. Hennessy's Old Pale Brandy.	12	1.00
P. Hennessy's Old Pale Brandy.	12	1.00
Q. Hennessy's Old Pale Brandy.	12	1.00
R. Hennessy's Old Pale Brandy.	12	1.00
S. Hennessy's Old Pale Brandy.	12	1.00
T. Hennessy's Old Pale Brandy.	12	1.00
U. Hennessy's Old Pale Brandy.	12	1.00
V. Hennessy's Old Pale Brandy.	12	1.00
W. Hennessy's Old Pale Brandy.	12	1.00
X. Hennessy's Old Pale Brandy.	12	1.00
Y. Hennessy's Old Pale Brandy.	12	1.00
Z. Hennessy's Old Pale Brandy.	12	1.00

SCOTCH WHISKY

	Case	Per Bot.
A. Watson's Black & White Scotch Whisky.	12	1.00
B. Watson's Black & White Scotch Whisky.	12	1.00
C. Watson's Black & White Scotch Whisky.	12	1.00
D. Watson's Black & White Scotch Whisky.	12	1.00
E. Watson's Black & White Scotch Whisky.	12	1.00
F. Watson's Black & White Scotch Whisky.	12	1.00
G. Watson's Black & White Scotch Whisky.	12	1.00
H. Watson's Black & White Scotch Whisky.	12	1.00
I. Watson's Black & White Scotch Whisky.	12	1.00
J. Watson's Black & White Scotch Whisky.	12	1.00
K. Watson's Black & White Scotch Whisky.	12	1.00
L. Watson's Black & White Scotch Whisky.	12	1.00
M. Watson's Black & White Scotch Whisky.	12	1.00
N. Watson's Black & White Scotch Whisky.	12	1.00
O. Watson's Black & White Scotch Whisky.	12	1.00
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Q. Watson's Black & White Scotch Whisky.	12	1.00
R. Watson's Black & White Scotch Whisky.	12	1.00
S. Watson's Black & White Scotch Whisky.	12	1.00
T. Watson's Black & White Scotch Whisky.	12	1.00
U. Watson's Black & White Scotch Whisky.	12	1.00
V. Watson's Black & White Scotch Whisky.	12	1.00
W. Watson's Black & White Scotch Whisky.	12	1.00
X. Watson's Black & White Scotch Whisky.	12	1.00
Y. Watson's Black & White Scotch Whisky.	12	1.00
Z. Watson's Black & White Scotch Whisky.	12	1.00

GENUINE BOTTLED WHISKY

	Case	Per Bot.
A. John Jameson's Old Scotch Whisky.	12	1.00
B. John Jameson's Old Scotch Whisky.	12	1.00
C. John Jameson's Old Scotch Whisky.	12	1.00
D. John Jameson's Old Scotch Whisky.	12	1.00
E. John Jameson's Old Scotch Whisky.	12	1.00
F. John Jameson's Old Scotch Whisky.	12	1.00
G. John Jameson's Old Scotch Whisky.	12	1.00
H. John Jameson's Old Scotch Whisky.	12	1.00
I. John Jameson's Old Scotch Whisky.	12	1.00
J. John Jameson's Old Scotch Whisky.	12	1.00
K. John Jameson's Old Scotch Whisky.	12	1.00
L. John Jameson's Old Scotch Whisky.	12	1.00
M. John Jameson's Old Scotch Whisky.	12	1.00
N. John Jameson's Old Scotch Whisky.	12	1.00
O. John Jameson's Old Scotch Whisky.	12	1.00
P. John Jameson's Old Scotch Whisky.	12	1.00
Q. John Jameson's Old Scotch Whisky.	12	1.00
R. John Jameson's Old Scotch Whisky.	12	1.00
S. John Jameson's Old Scotch Whisky.	12	1.00
T. John Jameson's Old Scotch Whisky.	12	1.00
U. John Jameson's Old Scotch Whisky.	12	1.00
V. John Jameson's Old Scotch Whisky.	12	1.00
W. John Jameson's Old Scotch Whisky.	12	1.00
X. John Jameson's Old Scotch Whisky.	12	1.00
Y. John Jameson's Old Scotch Whisky.	12	1.00
Z. John Jameson's Old Scotch Whisky.	12	1.00

GIN

	Case	Per Bot.
A. Fins Old Tom, White Cap.	12	1.00
B. Fins Old Tom, White Cap.	12	1.00
C. Fins Old Tom, White Cap.	12	1.00
D. Fins Old Tom, White Cap.	12	1.00
E. Fins Old Tom, White Cap.	12	1.00
F. Fins Old Tom, White Cap.	12	1.00
G. Fins Old Tom, White Cap.	12	1.00
H. Fins Old Tom, White Cap.	12	1.00
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J. Fins Old Tom, White Cap.	12	1.00
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M. Fins Old Tom, White Cap.	12	1.00
N. Fins Old Tom, White Cap.	12	1.00
O. Fins Old Tom, White Cap.	12	1.00
P. Fins Old Tom, White Cap.	12	1.00
Q. Fins Old Tom, White Cap.	12	1.00
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S. Fins Old Tom, White Cap.	12	1.00
T. Fins Old Tom, White Cap.	12	1.00
U. Fins Old Tom, White Cap.	12	1.00
V. Fins Old Tom, White Cap.	12	1.00
W. Fins Old Tom, White Cap.	12	1.00
X. Fins Old Tom, White Cap.	12	1.00
Y. Fins Old Tom, White Cap.	12	1.00
Z. Fins Old Tom, White Cap.	12	1.00

LIQUORS

	Case	Per Bot.
A. Fins Old Tom, White Cap.	12	1.00
B. Fins Old Tom, White Cap.	12	1.00
C. Fins Old Tom, White Cap.	12	1.00
D. Fins Old Tom, White Cap.	12	1.00
E. Fins Old Tom, White Cap.	12	1.00
F. Fins Old Tom, White Cap.	12	1.00
G. Fins Old Tom, White Cap.	12	1.00
H. Fins Old Tom, White Cap.	12	1.00
I. Fins Old Tom, White Cap.	12	1.00
J. Fins Old Tom, White Cap.	12	1.00
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L. Fins Old Tom, White Cap.	12	1.00
M. Fins Old Tom, White Cap.	12	1.00
N. Fins Old Tom, White Cap.	12	1.00
O. Fins Old Tom, White Cap.	12	1.00
P. Fins Old Tom, White Cap.	12	1.00
Q. Fins Old Tom, White Cap.	12	1.00
R. Fins Old Tom, White Cap.	12	1.00
S. Fins Old Tom, White Cap.	12	1.00
T. Fins Old Tom, White Cap.	12	1.00
U. Fins Old Tom, White Cap.	12	1.00
V. Fins Old Tom, White Cap.	12	1.00
W. Fins Old Tom, White Cap.	12	1.00
X. Fins Old Tom, White Cap.	12	1.00
Y. Fins Old Tom, White Cap.	12	1.00
Z. Fins Old Tom, White Cap.	12	1.00

DEATH

At Shanghai, on the 1st July, WILLIAM HARRIS, (of Harris, Son & Co.), only son of W. H. Harris, Esq., 2nd London Avenue, London, E.C. 2, aged 28 years, accidentally drowned at the Point. His father has been notified.

The Daily Press.

HONGKONG, JULY 2nd, 1920.

The British in Burma and the French in Tonkin have both achieved contact with the borders of Western China, and both hope to capture part or the whole of the trade of Yunnan, which has no natural outlet to the sea. So far the French seem nearer to realization of their dream. They have shown the possibility by means of light draught steamers, of shortening the time occupied by the journey up the Red River to Jacqui, thence overland to Yunnan via Mengtzu, from 40 to 26 days, as compared with 60 days overland. The British, which take in conjunction with the fact that the duties levied on goods in transit through Tonkin are light, must place the Tonkin route beyond competition, from the Canton side at all events. Efforts are also being made to attract through traffic to Langchow in Kwangsi, a railway being now in course of construction from Phu-lung-thung to Langchow, which will materially increase the facilities of transit and shorten the distance. Against this very valuable progress what have they to show in Burma? Very little. The railways which Messrs. Scott, Holt-Hall, and Co. are constructing, where are they? Not only has no attempt been made to reach a Chinese mart, but the schemes of these eager explorers are now declared, on high authority, to be impracticable, except at a ruinous cost.

Mr. Baizer, the Government Executive Engineer, who has recently surveyed the routes proposed from Mandalay through the Shan States to a Chinese border mart, in his report on the survey points out that many of the assertions made about the routes in perfect good faith, but which turn out to be erroneous and misleading. For instance, the stretch of country between Yatsuk and Lashio, which has to be traversed in one of the routes suggested by Mr. Scott, instead of being a plain, free from difficulties as was supposed, is peculiarly difficult. Anything like a direct route is quite impracticable, and even the more circuitous one which might be substituted involves crossing no fewer than six ranges of hills. So with the country from Lashio to Mong Hsat, Maingnung. This was done by placing a place of paper between the delating country, avoiding all high ranges, but in the first 25 miles from Lashio there is an ascent of 1,000 feet and a descent of 2,000 feet to Mong Hsat. This would be an obstacle more expensive to surmount than that presented by the Gokteik gorge, the difficulties of which are apparent even to the unprofessional eye. Mr. Baizer also shows that the idea of a Shan plateau, generally imparted by travelers, is a delusion. Instead of being a smooth and level plateau the country is a constant alternation of hill and valley across which railway construction would be both difficult and costly. He goes on to compare two routes from Mandalay to Kunming, one of which, 280 miles long, he estimates would cost about 400 lakhs of rupees, and the other, about 340 miles in length, would cost some 510 lakhs of rupees. The railway, he admits, would pass through a magnificent country and be pretty certain to pay eventually whether any through trade from Yunnan were secured or not.

But Mr. Baizer is not sanguine about the trade of Western China and thinks something more definite should be known of the chances of being able to get the line extended from the frontier to some important mart in Yunnan before the Burmah Government commit themselves to a scheme involving an outlay of four or five hundred lakhs of rupees in making a railway to Kunming. On this point the *Rangoon Gazette* appears to thoroughly agree with the Executive Engineer. It says: "Mr. Baizer's report is an important addition to the literature which has accumulated during the last thirty years or more on the subject of the trade with Western China. It gives very much exceedingly valuable information of a kind which was totally inaccessible before. But it leaves the question of a through trade with China as problematic as ever. Of course that was not in Mr. Baizer's province, except indirectly, and he very wisely only touches on it incidentally. The more one looks into this question in all its bearings, the more evident does it become that we should not make the catching of the Western China trade the main object of our railway extension. Our first and chief consideration at present might be to extend our line in whichever direction will most materially tend to the development of Burmah itself. They are wanted in every direction in territory under British rule, and it is infinitely better that we should look at the question solely from the standpoint as to which lines are most needed from a political point of view and which will pay best. The question of attracting population has also to be considered, but in this respect a connection with Chittagong and Bengal is probably far more important than one with China. In extending railways throughout Burmah we shall of course come some day to the borders of China, and we believe that eventually a considerable through trade will be developed. But all this will take time. Just as, while the time is passing, the French will establish railway communication from the sea at Haiphong to the borders of Yunnan and Kwangsi, over which a great portion of the commerce of those provinces must naturally pass. But even if a railway could be made from Burmah through the Shan States to Kiangchow, as suggested by Mr. Holt-Hall, it is doubtful whether Burmah could thus compete with Tonkin in drawing the trade of Yunnan-fu. But Burmah may still secure all the trade of Western Yunnan, of which the important city of Tai-fu is the capital. The railway will soon reach Bhamo, which is already a considerable mart for Chinese, and, sooner or later, the Chinese themselves will connect Bhamo with Tai-fu by a railway. Of course this is in the future, possibly a rather distant future, but the more vigorously Burmah is developed and opened up the more will the influence of that progress act upon Yunnan. It takes a great deal to stimulate Chinese officials to action, but the Chinese are profitable traders, and they will go where a profitable trade can be prosecuted. Meanwhile, as our Rangoon contemporary points out, there is plenty of room for activity in Burmah itself in the development of its resources by the introduction of population and adequate means of communication. In Tonkin the French have the population, they need only devote their energies to the improvement of routes whether by road or river, and the exploitation of the mineral resources of the country.

The French gunboat *Asie* returned to Shanghai on the 1st inst. from the River Port. The U.S.S. *Menominee* was to leave Shanghai on the 5th inst. for New York taking Colonel Denby and Mr. Chaheir.

The General Managers (Messrs. Jardine, Matheson & Co.) inform us that the *Indo-China* steamer *Kaitung*, with mails, &c., from Calcutta, left Singapore on the 7th inst. for this port.

The Agents (Messrs. Adamson, Bell & Co.) inform us that the C.P. steamer *Parthia*, from Vancouver 21st inst. arrived at Yokohama on the 24th inst. and left yesterday for Nagasaki, Shanghai, and Hongkong.

A portrait of the late General Frederick Bruce, taken from a recent photograph, appears in the *London Figure* of the 27th inst. The gallant but eccentric officer was the Commandant of the first troops of Volunteers in Hongkong.

Mr. Richard Rennie, Chief Justice of the Straits Settlements for China and Japan, and Mr. Wilkinson, Crown Attorney, arrived yesterday by the P. & O. steamer *Home* from Shanghai, en route for Australia, where they purpose spending a short holiday.

A telegram to the Agent at Shanghai announces the arrival of the *Myosine* at London on the forenoon of the 1st inst., so that she made the run from Hankow in 37 days 10 hours, and from Yunnan in 55 days 14 hours. She appears to have met with some delay at Suifu.

The body of a young male child was found floating in the Harbour, near the Douglas Wharf, yesterday afternoon.

Among the passengers who left yesterday by the O. & O. steamer *Helix* were the Hon. Mr. G. O. O. and the Hon. Mr. W. M. G. O. O. and the Hon. Mr. W. M. G. O. O.

The Hongkong, Canton, and Macao Steamboat Company's new steamer *Hongkong* took her place on the Hongkong and Canton route on Sunday. A number of passengers were on board.

We have received another solution of the problem of the *Myosine* from the *London Figure* of the 27th inst. It was worked out on a ship. This is done by placing a place of paper between the delating country, avoiding all high ranges, but in the first 25 miles from Lashio there is an ascent of 1,000 feet and a descent of 2,000 feet to Mong Hsat. This would be an obstacle more expensive to surmount than that presented by the Gokteik gorge, the difficulties of which are apparent even to the unprofessional eye. Mr. Baizer also shows that the idea of a Shan plateau, generally imparted by travelers, is a delusion. Instead of being a smooth and level plateau the country is a constant alternation of hill and valley across which railway construction would be both difficult and costly. He goes on to compare two routes from Mandalay to Kunming, one of which, 280 miles long, he estimates would cost about 400 lakhs of rupees, and the other, about 340 miles in length, would cost some 510 lakhs of rupees. The railway, he admits, would pass through a magnificent country and be pretty certain to pay eventually whether any through trade from Yunnan were secured or not.

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SHIPPING IN PORT

[illegible]

	<p>Ker & Co. Sars, Spanish str., 391, Zavala. Sars, Bull & Co. Glen-vie, British str., 1,244, Upson, J. B-ro</p>
	<p>Rocky May, Hawaiian bk., 959, Newbold Minister of Marine, British ship, 1,661 Langhain, Ang. 12, W. F. Stevens Monks Tobor, British str., 1,498, Munro S Smith, East & Co.</p>
	<p>BANKOK. Mad Port on 24th June, 1890. Agra, British bark, 225, Bernat, M. Ho Pon Sars, British bark, 47, Saxtorph, P-ho He Sars, Wietana, Siam bark, 456, Mar. 25, Low Mah Seng Sars, British bark, 1,000, Kander, Borneo Co., Limited Surio S., Italian bark, 1,3 S. Sirobura, Borneo Co., Limited Sars, British bark, 494, Lindström 25, Oarks & Co. Sars, Norw. bark, 545, Thillesen, B-sago Co., Limited Sars, British bark, 727, Bjske, In-ton, S. S. G. & Co. Mio Netti, Italian bark, Borneo, Ap Merkwald & Co.</p>

	Agony.
July 2	Stella Marie, Breast back, 569.-S.
	June 4, Shaw & Chislett.
June 24,	"A. Hunting, Sam. sh, 635, Moller, Poh Sang.
	HER BRITANNIC MAJESTY'S IN THE OCEANA SQUADRON
June 19,	Alacrity, d.s. stand dispatch h.k. 4 en h.p. Com. E. B. Alconough, at Ys.
June 18,	Caroline, cyruss, 14 compass, 1,410 lbs.
July 3,	Wiseman, Bar, at Yokohama
June 24,	Calcutta, 6th gradist, 3 guns, 81 rigs, at Hong Kong.
June 19,	Florence, composite tank, 4 guns.
June 30,	Levi-Corn. Dumont, at Fintona
July 1,	Mythical, gentler, 3 guns, 1,190 lb.
	June 24, 1864, at Hong Kong.
	Imperial, d.s. cruiser, 10 guns, 10

July 1	Cat. Wm. H. May, at Yokohama
July 2	Leadcr. cruiser, 10 guns, 5,000 lb.
Aug. 26	Com. J. L. Smith, at Yokohama
Aug. 28	Lightcr. gunboat, 5 guns, 1,050 lbs. Co.
Aug. 29	Com. J. L. Smith, at Shanghai
Sept. 1	Ministry, corvette, 13 guns, 7,380 lb.
Sept. 10	Balfour, at Hongkong
Sept. 11	Com. J. L. Smith, at Shanghai
Sept. 12	Com. J. H. Martin, at Amoy
Sept. 13	Pigmy, gunboat, 6 guns, 1,200 lbs., Lieut.
Sept. 14	Howe, at a cruise
Sept. 15	Flower, gunboat, 5 guns, 1,200 lbs., Lieut.
Sept. 16	Com. J. L. Smith, at Shanghai
Sept. 17	Porpoise, at Rangoon
Sept. 18	Com. R. W. Waite, at Singapore
Sept. 19	Com. R. W. Waite, at Singapore
Sept. 20	Lightcr. gunboat, 6 guns, 1,300 lb.
Sept. 21	Com. J. L. Smith, at Shanghai
Sept. 22	Hooplr. gunboat, 5 guns, 1,200 lbs. Lieut.
Sept. 23	Freeman, at Singapore
Sept. 24	Severn, cruiser, 12 guns, 6,000 lb.

C. O.
July 1
July 2
June 6
June 6
June 1
Chinese
June 10

Admiral Korolev, Russian cruiser
Alcedo, at Manila
Amiral Nakhimov, Russian cruiser
Capitaine de Corvette Koshaka
Amir, French gunboat, at Suez, Capt.

Colonel H. J. Robinson
Swiss, double-barrel .5-7, 2 guns, 1
ton, Hon. R. Shachan, at Hongkong
Tweed, light-screw, unvessel, 3 guns,
in service, at Hong Kong
Victory, transport, floating battery, 20 guns
major E. J. Church, at Hongkong
Wanderer, composite schooner, 3 gun
Com-G. A. Gifford, at Java
Warrior, ironclad, 4, 1,500, in Hong-
Kong

FOREIGN MEN-OF-WAR ON
CHINA AND JAPAN STATIONS

Jan 18,	at Hankow	
Jan 18,	Bobo, Russian cruiser, 18 guns, 1 Shaglik, 4000 tons, 10 guns	
Jan 16,	Chassai, French, unlost, Capt. Bu Shaglik	
Jan 20,	Comete, French gunboat, Lieut. M Halpogin	
Jan 20,	Albatros, Russian frigate, Capt. Ali Rube	
Jan 21,	Alde, German gunboat, 4 guns, 4340 h secher, at Fomosa	
Jan 21,	Konstantin, Russian gunboat, Capt. Or at Livavot	
Jan 21,	Kreyser, Russian corvette, 6 guns, 1 Capt. Basanoff, at Shanghai	
Jan 21,	Albatros, German, cruiser, Capt. Pir at Singapore	
Jan 21,	Duila, French gun, Com. Nenny, at H Masdjir, Russian cruiser, 7 guns, Capt. Tol at Yokohama	
Jan 21,	Albatros, Russian gunboat, 6 guns, 4340 h secher, at Fomosa	

ne 24,	Johnson, at Shanghai.
ne 24,	Naryeddi, Russian cruiser, 9 guns.
ne 24,	Capt. Zarin, at Vladivostok.
ne 24,	Omsk, Russian g.-b., 6 guns, 1,180 h.
ne 24,	B. Gremzell, at Nagasaki.
ne 24,	Paolo, Amer. gunboat, 6 guns, 600 h.p.
ne 24,	Com. H. Vail, at Nagasaki.
ne 24,	Pampero, French cruiser, Capt. Four-
ne 24,	pland, French g.-b., Capt. Foret, at Ha-
ne 24,	kie-Liao, Portuguese g.-b., 3 guns.
ne 24,	Capt. J. de Santa Barbara, at Tientsin.
ne 24,	Sancti, French g.-b., Capt. Bonard, at
ne 24,	Yokohama, Russian cruiser, 15 guns, Capt.
ne 24,	at Yokohama.
ne 24,	Sophia, German cruiser, Capt. H.
ne 24,	Singapore.
ne 24,	Swamp, Capt. corvette, Com. P. Hor-
ne 24,	at Lyons.
ne 24,	Capt. V. Bar-

17.	Bangkok
18.	Trichomanes, French frigate, Capt. Luc
19.	at Bangkok
20.	Villars, Fr. erine, n. Capt. Mayot, at Yolo
21.	Vigne, Fr. erine, g. ams, 100 h. n.
22.	at Singha
23.	Vostok, Fr. erine, g. ams, Com. Malin
24.	at Vladivostok
25.	Wolf, German gunboat, 2 guns, 340 h. n.
26.	Com. Credner, at Hanchai

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